

THE DAMAGE DONE.

EFFECTS OF THE RECENT FLOODS IN VIRGINIA RIVERS.

Injuries to the Water-Works Canal--Washouts on the Railroads--City Gas-Works, &c., &c.

Thursday was a clear day, and at 11:30 o'clock that night the stars were shining brightly. About midnight, however, clouds began to form, and at 3 A. M. yesterday a mist was over the earth, which by 8 o'clock was followed by a gentle but steady rain, lasting until about midday. Clouds and dampness reigned for the remainder of the day. The rain was general, it extended all over the State, but the fall of water was light. Had there been three or five very heavy showers along the line of the James river our people would have prepared themselves for another inundation.

THE RIVER FALLING.

As was predicted in the *Dispatch* of yesterday, the water receded from Main street by 4 A. M. By 6 P. M. all of the streets in the vicinity of Shockoe creek were clear of water, but many of them were left in a slippery mud, in which walking was decidedly disagreeable, and in many places difficult.

THE WATER FORTUNATELY IS FALLING AT A moderate rate that there will be little washing away of property. If it continues to fall to-day as it did yesterday it will be within banks by to-morrow morning.

MERCHANTS AT WORK.

As soon as the water was out of the stores and off Main street yesterday morning the energetic merchants made themselves busy rearranging their goods and getting ready for Saturday's trade. Sawdust was in great demand for covering the floors, and even with this expedient standing in the damp store-rooms, although well supplied with heat, was by no means pleasant either to merchant or customer.

THE OLD MARKET.

The hucksters, butchers, and provision-dealers of all kinds who have their places of business in the Old market were at work bright and early getting their stalls ready for the day's trade. They were placed out of position by the water--in place, and at the usual hour they were dispensing the necessary substance of life to all who were in search of the same.

CITY WATER-WORKS.

Mr. C. E. Bolling, Superintendent of the City Water-Works, drove up to the Five-Mile locks yesterday morning. Here he met Mr. Decatur Axtell, the manager and one of the trustees of the Alleghany railroad, who had gone up on a special train, which coming to the washout at that point, could proceed no further.

The two went up to the Nine-Mile locks in Mr. Bolling's buggy and made an examination of the premises, and Mr. Bolling furnishes the following as the condition of the water-works:

There is a small washout on the Richmond level just opposite the new pump-house, which is not serious, nor will it affect the manufacturing water-power of the city.

The two-mile level between the Three- and Five-Mile locks is intact, and has no break.

At the Five-Mile locks the earth backing the guard-wall to the head-wall has been washed out; otherwise there is no damage, nor does this interfere with the water-power.

About 1,000 feet west of the Five-Mile locks there is a bad washout in the canal bank about two hundred feet long, and another washout about sixty feet long about 2,000 feet west of this point.

The head-wall at the Nine-Mile locks is a washout, but not serious.

At the head-wall at the Nine-Mile locks, over which the river flowed about 4 feet deep, there is a bad wash between the head-wall masonry and the lock in the canal, and another not so serious on the south side of the wall, and the guard-bank west of Boshers' dam is washed away for a short distance, but indicates no serious break. So long as the river keeps up to the present height we are able to run our water-power pumps to their full capacity.

When the water recedes our water-works power will be cut off until the bank can be repaired, which will not be done until the week or ten days, during which period we will have to rely upon the steam pump for our supply.

With the exception of the breaches in the road-bed of the Richmond and Alleghany railroad referred to above and the loss of a portion of the trestle at the Nine-Mile locks, there is no serious damage for any distance to the Richmond and Alleghany railroad.

The road-bed which was entirely submerged for several feet deep between the Five and Nine-Mile locks is washed in alignment and grade, but they hope to have trains to Dover Mills by Monday night.

PLANTERS' WAREHOUSE.

While there was danger in leaving the tobacco in the Planters' Warehouse and all of it was moved out, the proprietor took advantage of the opportunity and had the warehouse nicely cleaned out. The water having subsided sufficiently yesterday morning, all of the tobacco which had been moved out of the warehouse and which was not in some other warehouse, was replaced before it could be all damaged by the rain.

The tobacco in the Planters' Warehouse, which was damaged by the rain, is to be congratulated that in two such floods as the one of 1877 and the present one, the most serious part of which is now over, there should be no damage there either to the building or contents. The building is situated that at any time, with a few hours' notice, all of the tobacco stored there can be removed to some safer place. The tobacco, which was rolled out on Council Hill, did not suffer from being in the warehouse, but did not being in-doors before it had time to be damaged by rain.

IN ROCKETTS.

A large part of Rocketts is still under water. There it is that the greatest damage, about Richmond, will result from the flood--not in dollars and cents, but in the severity, as the loss falls on the poorer class, both white and colored. A number of such families have been driven from their homes. It will be a considerable time before they can return to them--before the houses will be dry enough to be habitable.

THEY SHOULD CLEAN OUT.

The cellars of nearly all the houses in the flooded districts are left with an undeniably large quantity of water and muddy sediment which naturally flows out of them. The persons in whose houses this is the case should spare no time in having such thoroughly cleaned out. This stagnant water is not only offensive to the smell, but damaging to health.

RICHMOND AND ALLEGANY.

By vigorous and energetic labor the Alleghany railroad was cleared of the water which was along its line, which will cause material interruption to the operations of the road.

communicate with points on the road west of that point, and is as yet unformed as to the real damage to the road. It is certain, however, that there are several large breaks, and a number of smaller ones, and it is impossible to estimate now how long it will be before the road will be entirely open. It is expected, however, that the passenger train going west will leave Richmond on schedule time Tuesday morning. It will go as far as Dover--possibly further. Thirty cars of freight were brought into Lynchburg yesterday from west of that point. This freight will be brought to Richmond by other roads. Hands commenced work yesterday repairing the road near the Five-Mile lock. Neither expense nor trouble will be spared to have the road in order as soon as possible.

CHEESAPEAKE AND OHIO RAILROAD.

About 9 o'clock Friday night a washout occurred on the Chesapeake and Ohio railroad near the Greenbrier stock-yards, in West Virginia. One back of the Greenbrier river was washed out, and it was necessary to make the bridge dangerous for the train to run over it, but passengers crossed it safely on foot and took trains going east and west. This damage has now been repaired, and trains, both passenger and freight, are running regularly.

A few miles west of Alderson, W. Va., while an engine and caboose were carrying out officers and men to look into the condition of the road, an embankment gave way, and the engine and caboose fell several feet. The occupants of the engine, a fireman and engineer, were slightly scalded. The damage to the road was soon remedied and trains now pass safely.

COUNTRY BRIDGES DAMAGED.

A State official who left here last Saturday to spend the Sabbath with his family, who live beyond the North Anna river, returned yesterday afternoon, having made the trip under great difficulties. Several bridges in his neighborhood, ranging from three to six miles from here, are reported as greatly damaged if not altogether worthless. He started to go yesterday morning, but the road was so greatly washed that he had to return to another, and found the bulkhead of that sunk and the bridge twisted. He made his way on the plank, leaving his vehicle behind, and crossed the river. The mail-carrier was to come over in a boat later. The river was higher than it has been since 1861.

IN MANCHESTER.

The damage to the Manchester canal, which supplies the water-power of the mills and factories in that city, is not as serious as was at first feared and will hardly interfere with their operations. These works will probably be closed to commence operations by Tuesday, if not Monday afternoon.

Many poor people in the lower part of the city are greatly inconvenienced by their houses having been flooded.

THE DAMAGE.

The quantity of floating debris during this flood has been much less than could have been expected, considering the fact that at many places along the river-banks the waste wood, &c., had been accumulating since the flood of 1877, and the greater part of this matter passed here Thursday after 4 P. M.

The damage from this source has been small. The other damage is hard to be estimated, though from all appearances it is much less than could have been expected.

PETERSBURG AND VICINITY.

The work of the Flood--Houses submerged and property destroyed--Railroad and County Bridges Washed Away.

(Correspondence of the Richmond Dispatch.)

PETERSBURG, April 3, 1886.

The flood in the Appomattox river is more serious than had been anticipated, and considerable damage has been done. The water continued to rise all last night and this morning, submerging the coal-yards on both sides of the river, and flooding the lower floors of the warehouses adjacent to the wharves. Goods were removed as far as practicable to prevent injury by water, but in some of them--the several guano warehouses particularly--where there are stored some 20,000 bags of fertilizers, this could not be done, and some of this stock will be ruined.

The mill & Co's saw-mill is also threatened with serious injury. The Petersburg Ice Company and the Jackson Ice and Coal Company, whose property is on the Chesterfield side, are suffering to a considerable extent already, the water having reached and flooded their premises.

The water covers all the wharves to the depth of several feet, and the vessels in the middle of the river. The water has backed up through the culverts and partially flooded River street beyond the railroad depots. On the Chesterfield side the water covers the five or six feet, rendering travel to and from the city in that direction impossible. Gillen's meadow is a vast lake of muddy water. Baxter's and Bolling's meadows, between the city and Blandford, are covered to the depth of many feet.

The two bridges connecting this city with Chesterfield county are beyond the reach of injury. They span the river from side to side and rest on high and solid rock abutments.

The Norfolk and Western Railroad Company, as a precaution against accident, moved all their engines and rolling-stock from their shops on the north side of the river to the south side. Their bridges are weighted down with heavily-loaded cars. Along the road west of the depot the water is within two feet of the level of the track, but it is not believed that it will reach that high. The mills on the river banks have been compelled to stop work because of the high water. All of the many islands in the river are under water, only the trees on them being visible. Great numbers of people visited the river yesterday and to-day to view the roaring torrent. The view from Campbell's bridge is one of particular interest, and the roar of the waters as they rush down the falls is almost deafening.

ALONG THE NOTTOWAY AND MEHERRIN RIVERS.

The damage is said to have been great, all of which will not be known for some days. In Greenville county Mr. John Cole's dam broke and washed away his gin-house. The building was carried down until it struck the county bridge over the river, knocking it out of line and almost carrying it away. The house had to be knocked to pieces to save the bridge.

The bridge over the Nottoway river between Sussex and Greenville, known as the Smith and Poarch bridge, was swept away yesterday.

The water swept over Green's Church bridge, over the Nottoway, and reached the railroad iron bridge, but both stood the pressure.

It is reported that the Atlantic and Danville railroad suffered the loss of two or three bridges along its line, which will cause material interruption to the operations of the road.

Boards will be accommodated at moderate rates at 117 north Eighth street.

A State Seventy-Five Years Old is offered for sale by Walter D. Moses & Co., 914 Main street.

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With one exception the freshets in the Nottoway and Meherrin rivers are the greatest ever before known. In many places the country adjacent is covered by broad expanses of water many feet deep.

The water is still rising in these rivers, as also in the Appomattox. The Petersburg and Weldon railroad authorities have sent out a skilled force to look after their bridges and other property.

ROBIN ADAMS.

DRUMMERS' PROTECTION.

The Travelling Salesmen of Richmond Organize an Association for Their Defense.

A called meeting of the drummers of Richmond was held at the American Hotel last night for the purpose of organizing a Travellers' Protective Association for the State of Virginia. About twenty travelling-men, representing various firms in this city, were present.

Mr. R. S. Little, who is a member of the Southern Division of the Travellers' Protective Association, and who fully understands the workings of the Association, gave an account of its aims and objects, which are:

1. To promote free trade between the several States of the Union.

2. To secure a reduction of passenger rates to merchants' trade on all railroads.

3. To obtain a fair and equitable allowance of baggage.

4. To secure hotel accommodations commensurate with the price paid.

After some further explanations Mr. L. M. Michaux, who is with Messrs. Spotts & Gibson, was chosen temporary chairman, and Mr. W. Montague Bliss temporary secretary.

A list of the travelling-men representing the leading jobbers of this city was then read, from which a committee of five were selected for the purpose of effecting a permanent organization of the Travellers' Protective Association in Richmond, and soliciting their attendance upon a meeting to be held on Tuesday, April 6th, at 8:30 P. M. at the American Hotel.

A resolution of thanks was unanimously tendered to Mr. J. S. Dodson, proprietor of the American Hotel, for his kindness in tendering the use of his reading-room for the meeting and for other courtesies extended.

The following were appointed as a soliciting committee: Messrs. W. B. Gay, J. S. Heller, John A. Augustine, Edward Sully, W. M. Bliss, and L. M. Michaux.

Failure of the Electric Light.

Last night Richmond's streets were plunged into total darkness. The gas supply was cut off by the inundation of the works at Rocketts, and at 10:45 o'clock the electric lamps, which light Broad, Main, and a number of other streets, without a moment's warning to the wayfarer, went into total eclipse.

Very true, we have had several such experiences, and ought to be used to them, but it is to be hoped that the Schuyler Electric Light Company, knowing the public dissatisfaction with their service here, had by this time so supplied themselves with machinery as to render such a thing next to impossible. Here, in the community's extremity for light, they had a glorious opportunity to retrieve their fortunes, but they failed.

The cause of the failure was stopped because of a hot box in their engine. They have a duplicate engine, but it was not fully equipped.

GAS FOR A LITTLE WHILE TO-NIGHT.

The fires at the gas-works were lit yesterday morning at 1 o'clock, and a full force of men were energetically employed all day pumping water out of the pipes, &c., in order that there might be the promptest sort of return to manufacturing.

About 11 o'clock last night manufacturing was begun, and Foreman Adams at that hour stated that without some unforeseen accident he would have enough gas to supply the city to-night till 9 o'clock.

He felt quite sure that they would be able to furnish the entire city--street-lamps, residences, and churches--all night long.

The gas-works have a telephone connection, and those who are deeply interested in the light question can readily communicate with the officers in charge to-day and get the latest information obtainable.

Happy Homes.

Rev. H. Schell Lobingier, of the Seventh-Street Christian church, will deliver a lecture in that church Tuesday night on this subject. This lecture was to have been delivered one night last week, but was postponed on account of bad weather. There will be good music as an additional attraction.

The Artist.

The steamer Ariel will leave Richmond on regular schedule to-morrow morning at 7 o'clock.

Hustings Court Grand Jury.

The following grand jury have been summoned for the April term of the Hustings Court, which commences to-morrow: Messrs. John W. Beveridge, M. O. Stewart, T. A. Lay, Thomas Potts, Charles T. Davis, J. M. Estes, Henry Bruening, Joseph C. Dickerson, and John H. Smith.

Police Court.

The following cases were disposed of yesterday: John T. Lewis, keeping his bar-room open on Sunday, March 28, 1886. Fined \$25.

Henry Gervin, drunk and disorderly on the street. Fined \$5 and costs.

Horsford's Acid Phosphate.

A VALUABLE REMEDY FOR GRAVEL.

Dr. T. H. Newland, Jr., St. Louis, Mo., says: "I have used it in diseases of the urinary organs, such as gravel, and particularly spermatorrhea, with very good results, and think it a very valuable remedy in those cases."

Piano and Organ Bargains.

Messrs. Walter D. Moses & Co., 914 Main street, offer the following pianos and organs, on Monday, 5th instant, at special prices--viz.: \$425 Pollock Organ, \$400 Smith American Organ (almost new), \$450 Royal Organ (new), \$300 Smith American Organ (suitable for a large Sunday school), \$165 New Square Piano, (seven octave, with stool and piano), \$180 New Emerson Upright Piano, \$200 Haines Square Piano.

To Our Patrons.

RICHMOND, VA., April 3, 1886.

We are sorry to hear of the delay and inconvenience to which they have been subjected for the past two days by not receiving their goods promptly. We were not prepared for such a liberal and gratifying demand upon us; and although we have worked from early morning until midnight and yet some orders had to lay over until Monday.

Next week our delivery will be enlarged, and we promise that there shall be no further cause for complaint. Holding ourselves subject to your further commands, we are yours truly,

SYLVANUS STOKES, JOSEPH M. BLAIR.

The New Tenth Bill.

(By Telegram to the Dispatch.)

WASHINGTON, April 3, 1886.--The Ways and Means Committee to-day took up the Hewitt customs bill, as agreed upon at yesterday's meeting, and added to it the free list of the Morrison bill, so far as it applies to lumber, fish, salt, and hemp. Wool was also added to the free list. Under the head of duti-

NATIONAL CAPITAL.

A CANVAS OF THE HOUSE ON THE BANKRUPTCY BILL.

What Its Friends are Working For--Tariff Legislation Prospects--Witnesses in Mr. Good's Case.

(From Our Regular Correspondent.)

WASHINGTON, D. C., April 3.--A canvas of the House to ascertain the prospect of the bankruptcy bill has been going on for some time by the friends of the bill. They say that 180 members are in favor of taking up the bill; eighty are unalterably opposed to the bill or to giving it a chance to be considered; twenty-four are in doubt, and the opinions of forty have not been ascertained. It is, therefore, apparent that unless the friends of the bill can get the support of twenty-four more members, the bill will be impossible to get the bill up for consideration. To this end they say they will now direct their efforts, but it is plain that they have little hope of the passage of a national bankruptcy law this session.

In conversation with a Democratic leader in the House to-day, he said it was the intention of the majority party to close the session about the 1st or 15th of July at the farthest. It would be easy to dispose of all of the annual appropriation bills by that time, and very little important general legislation would be accomplished. It is the intention to limit the discussion on the tariff bill to a very short time and let the House reject or pass it without any unnecessary waste of time. The tariff bill will be simple and easily understood, and will considerably reduce the tariff taxation, although it includes only a few articles, and he believed it would pass the House. The party having made the promise to make a *bona fide* effort to do so, even with the prospect of the action of the House being negative by the Republican Senate.

There is some interest in the prospect of the action of the House being negative by the Republican Senate. Boston parties are here in the interest of one McDonough, the inventor of a speaking telephone called the telegraph, trying to secure the influence of the President and Attorney-General to compel the issue of the Interior Department to issue them a patent to take priority of the Bell Company's patents. They make charges of fraud and collusion on the part of a former commissioner of patents with the parties then owning the Bell patents.

The following witnesses in the case of Seligman & Co. v. McKim & Co. were called to-day in a room adjoining the room of the Senate Committee on Judiciary at the Capitol: Hon. James Barron Howe, M. C. Glendon, Esq., Dr. M. Q. Holt, Colonel L. D. Starke, Judge L. R. Watts, Colonel George Rogers, T. R. Armstrong, Captain John S. Tucker, W. M. Chapman, Judge Wiloughby, Colonel Thomas Tabb, and R. A. Goode. The witnesses were called before the committee one at a time.

THE HOUSE OF REPRESENTATIVES.

WASHINGTON, April 3, 1886.

The Senate was not in session to-day. The Speaker laid before the House a communication from the acting Secretary of the Treasury transmitting estimates from the Interior Department of an appropriation of \$1,000,000 to pay additional pensions granted by the act of March 19, 1885.

Mr. James, of New York, called upon the adverse report on the free-coinage bill.

On a division the House refused by 68 to 72 to consider the silver bill, and the yeas and nays were ordered.

A proposition was then made that instead of taking the yeas and nays one hour might be given to the discussion of the silver bill, but to this Mr. O'Neill objected, stating that he wished the labor bill to come up immediately.

The vote--yeas 99, nays 125--only emphasized the previous action and for the time being the silver bill was laid aside, and the House went into Committee on the Whole (Mr. Springer in the chair) on the arbitration bill.

Mr. Warner, of Missouri, offered an amendment providing that members of the tribunal of arbitration shall receive a compensation of \$10 per day for time actually employed. It also prescribes the fees and compensation to be allowed the clerk, stenographer, marshals, and witnesses; provides that the tribunal shall be sworn to limit the number of witnesses in each case whose fees shall be paid by the United States; and appropriates a sufficient sum of money to carry the provisions of the bill into effect.

Mr. Tillman, of South Carolina, offered an amendment to Mr. Warner's amendment providing that the tribunal of arbitration shall be paid out of the Treasury to defray the expenses of any single arbitration. If this large body, he said, a thousand miles away from the strikers, were afraid of them, what could be expected of three arbitrators in the presence of the strikers? They would summon every witness they could get, and the strikers, when they got tired of work, would give a circus to the Government's expense. There ought to be some limit to the appropriation.

The amendment was agreed to, and Mr. Warner's amendment was amended to read: "The committee on the bill to provide for arbitration."

On motion of Mr. Kelly, of Pennsylvania, the title of the bill was amended to read: "To provide a method for settling controversies and differences between railroad corporations engaged in interstate and territorial transportation of property and passengers and their employees."

The debate on the silver bill then began.

Seven members were called to order by Acting-Speaker Crisp, of Georgia, who then read the bill to the House, and Mr. Good, of New York, moved to lay it on the table.

Mr. Gallinger, of New Hampshire, made a strong argument in favor of suspension; he denounced standard silver dollars as legalized frauds and lies, and characterized as a delusion the idea that an inflated currency was beneficial to the laboring-men.

Mr. Woodburn, of Nevada, defended the silver dollar from the charge of dishonesty, and argued in favor of an unlimited coinage.

Mr. Price, of Wisconsin, premised his speech against suspension by summing up the difference between a night and day session of the House. At the night session the Speaker had no audience; he did not listen to their utmost strained four wagon load to lay over until Monday.

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SYLVANUS STOKES, JOSEPH M. BLAIR.

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ble goods the chemical and cotton schedules of the Morrison bill were added, with amendments relating to fine qualities of cotton goods, and the sugar duties were reduced 10 per cent.

The Democratic members of the committee, based upon departmental estimates, that the new bill will effect a reduction of between \$22,000,000 and \$24,000,000 in the revenues of the Government. A loss of \$3,000,000 is expected as a result of placing wool on the free list, of \$11,000,000 on woollen products, and of \$5,000,000 on sugar. In cotton and woollen cloths the principal reduction of duty has been on coarse grades, and very little or no change has been made in fine qualities--such as lace.

Before the measure is reported to the House the clause of placing fish on the free-list will probably be qualified, with a proviso excepting Canadian fish so long as Canada refuses to accord fishermen of this country the right to enter and clear from Canadian ports.

THE SOUTHERN FLOODS.

The Tennessee at Chattanooga--Five Thousand Homeless People.

(By Telegram to the Dispatch.)

CHATTANOOGA, April 3.--The river at 11 A. M. registered fifty-two and one fifth feet and was stationary. The river was falling by 6 P. M. Some five thousand persons who are homeless are well taken care of by the citizens' relief committee. A third person was drowned late last night. The damage to property cannot now be estimated, though in this city it will be quite a large amount, most of it to railroads, and the balance divided in small amounts among numerous factories.

There is one foot of water in front of the Times office, two feet in the Union passenger depot, and one foot in the Read House. The weather is fair. No mails either way yet.

DESTRUCTION IN ALABAMA.

SELMA, ALA., April 3.--The river at this point has ceased to rise after rising two feet higher than at any time within the recollection of the oldest inhabitants. The destruction of property has been great all along the river, and many lives have been lost.

The entire eastern portion of this city is under water, including two companies, the East Tennessee, Virginia and Georgia railroad depot, the gas-works, the Union Works foundry, and about 300 dwelling houses. Citizens' relief committees have been organized, and have been dispatched with provisions in all directions. The steamer Carrier, in the employ of the citizens, has brought in about 300 people, mainly negroes, picked up from house-tops and treetops in the overflowed districts.

MONTGOMERY, ALA., April 3.--Reports continue to show great loss of life and property. Mayor Reese, in view of the situation, has sent this telegram to Senators Pugh and Morgan: "The loss of life and property from the floods in this vicinity is appalling. The destitution will be widespread. It seems that every river in Alabama will have the same record. Cannot Government aid be invoked for the sufferers, who are mostly the poorer people?"

(Signed) "W. S. Reese, Mayor."

GREAT TRIAL ENDED.

Dr. Hoxie of Abington, Fined \$375.

(Special Telegram to the Dispatch.)

ABINGTON, VA., April 3.--General Walker, resuming his argument in the White case this morning, spoke for about two hours and a half. He severely rebuked the jury, and he heard by the jury that he was not to be taken into consideration.

Just before concluding he made an ingenious and bold stroke by telling the jury he believed they were with him, but there were three or four who might think a fine should be imposed for a mere technical violation of the law, therefore as counsel for the accused he would ask those in favor of acquittal to vote a fine rather than have a hung jury.

Mr. Rowan followed with the last argument and that for the Commonwealth.

At twenty minutes to 3 o'clock the case was given to the jury, when they retired to consult thereon. After being out for forty-five minutes they were brought into court and delivered their verdict. The jury found the defendant guilty of a high misdemeanor, and the prisoner not guilty of the felony charged in the indictment, but guilty of an assault, and assess his fine at \$375.

It is said that ten of the jury were for acquittal, but finally acceded to the verdict rendered.

RIOTOUS STRIKERS.

FURIOUS FIGHTING AT FORT WORTH. TEX--A NUMBER OF CASUALTIES.

The Sheriff's posse attacked by Armed Strikers--Winchester Rifles Freely Used--Merchants and Citizens Taking Part.

(By Telegram to the Dispatch.)

ST. LOUIS, April 3.--A number of special to the *Post-Dispatch* from Fort Worth, Texas, report that fighting occurred there to-day between the strikers and the sheriff's posse, in which all persons were killed and wounded on both sides. Winchester rifles were freely used. It is difficult from these numerous short dispatches to state the exact order of events, but a Dallas Herald special forwarded to the *Post-Dispatch* says: "At 10 o'clock this morning 1,500 people assembled at the Missouri Pacific depot to see Sheriff Maddox send out a train, which he said last night he would do or die in the attempt. At 11 o'clock an engine, with twenty armed deputies, backed into the yard to take out a train of twenty cars. When ready the train pulled out for the